

best remaining examples of this species of fictile decoration. Without for a moment entering into the original intention and use of that portion of the cathedral known as the old singing-school, and Cromwell's rooms, I will merely observe that they are approached by a flight of stone steps, and a short passage, leading from the vestries at the west end of the south aisle of the choir. On emerging from this passage there is a small closet (if I may be allowed to use the term, for the sake of familiarity) on the left, and a doorway on the right, opening into a hall, called Cromwell's room: from this room is a narrow doorway and winding passage, leading to another closet; a doorway leading by a flight of stone steps into an open passage and small room over the before named closets, &c., and a third door opening into a small room, from which the singing-school is entered. These are all grained, but at the period of my visit were filled with such a motley assemblage of rubbish that it was next to impossible to examine them: here decayed matting, broken tin candlesticks, and rusty iron enough to stock the shop of a marine store dealer, were mixed up with dust that would have made a scavenger's fortune. And under this mass of filth and rubbish, after scraping the floors in many places, I had, as I have said, the extreme gratification of discovering one of the most interesting examples of tile paving which has ever come under my notice.

The whole of the rooms, and passages, and closets I have named, have been paved with decorated tiles of the finest character, and they are for the most part remaining in their original arrangement, to the extent of at least 70 square yards, of which the only portion previously known were those in the one room, the singing-school. Many of the patterns are obliterated, and others partly so, but enough remains to show what the former magnificence must have been.

Of the patterns found upon the tiles of the foregoing pavement, it will be only necessary to mention, that besides some of the most exquisite designs of foliage extending over sets of four, nine, and sixteen tiles, birds, sacred emblems, and other devices, there is a fine series of heraldic decorations.

The floors are divided into compartments by borders of shields or hiebs (of patterns identical with some discovered in one of the before-mentioned kilns), and these compartments are filled in with tiles laid lozenge-wise, the patterns upon them being divided from each other by bands of plain black quarries. This gives a good effect and pleasing variety to the pavement, and renders it altogether one which would be of the greatest service for arranging modern floorings.

In conclusion, I would observe, that there are few places in existence which can boast of such a valuable, such an extensive, and so rich an assemblage of this species of fictile decoration as Worcester; but there are few places, I hope, where such remains would have so long remained unknown. It is lamentable to see the deplorable state of that portion of the religious fabric which contains them, but I trust that since a commencement has been made by having one or two of the portions swept for me, the whole will now be carefully washed for the public.*

DRAINAGE.—A Metropolitan Commissioner of Sewers has drawn attention to the proposed drainage of the Hampshire New County Prison, at Winchester. In each cell, he remarks, "is to be a watercloset, whence a pipe is to lead into the underground drains, which are to discharge their contents into close cesspools. The contents of the cesspools will, in time, evolve poisonous gases, and the only escape for those gases will be up the drains and pipes, and so into the cells. The drains are, I understand, of brick, and the main drain an ordinary 2-feet barrel-drain. Impermeable drain pipes, of sizes decidedly smaller than those of the existing drains should be substituted; the cesspools should be abolished; and provision should be made for carrying off the whole of the sullage to a distance from the prison," which, he adds, stands on high ground.

* From a paper by Mr. Jewitt, read at the Worcester Congress of the British Archaeological Association. Reported at greater length in the *Literary Gazette*.

PREVENTION OF RAILWAY ACCIDENTS.

THE "painful sense of danger entertained by the public from railway travelling," has been at length graciously taken into consideration by "the whole railway interest," who have announced the formation of an association "for the purpose of meeting the contingencies referred to, and for mitigating the losses of sufferers, by giving a direct pecuniary interest to all railway officers and servants in the prevention of accidents. It is proposed to make each railway servant liable to the extent of one-fifth of his annual salary." Further particulars are in the mean time withheld, but it is expected that the hint "will go far to allay the painful apprehensions now excited in the public mind," even though given without those particulars which can alone prevent the most obvious misapprehension as to who are the real sufferers whose losses are thus to be mitigated by the abstraction of a share of them from the pockets of their own servants. In the mean time one or two of the more obvious subjects of probable misapprehension are these:—Is it meant to give to "each railway servant" a vote in the determination of those rules and regulations, and in the adoption of those inventions, preventives, and safeguards, the defect or want of which so often inevitably leads to reckless loss of human life, in spite of all that "each railway servant" can do by way of prevention without such obvious means? Or are *directors* to be included amongst those "railway officers and servants" who are now to have "a direct pecuniary interest" in the prevention of accidents? If other measures be not meditated by "the whole railway interest" than the mere abstraction from their servants' pockets of a share of those 'penny-wise pound foolish' losses which we have repeatedly shown that that 'interest' brings down upon its own head,—much more from the exercise of a false economy on the part of its masters and managers themselves than from the certainly often disgraceful negligence of its servants,—the railway interest may depend on it the public will see nothing in this boasted association but a disguised though palpable attempt to mitigate its own losses. Nevertheless, we do not mean to say that such a scheme may not be perfectly justifiable,—so soon as the railway directors can show that they have provided such regulations, such safeguard and other apparatus, such abundant and efficient means of preventing collisions and other accidents, such a supply of carriages not rotten, and of servants not inefficient nor drunken, such an adaptation of amount and number of duties to human ability and fallibility, and such general measures for the sustenance of a clear and well-conditioned line, as shall leave no excuse on the part of servants but their own culpable negligence or recklessness as the cause of accidents. But why servants should be held indiscriminately responsible for anything else, or even for the appointment of inefficient servants by the masters themselves, we cannot understand: nor even how the abstraction of one-fifth of the annual salaries from the pockets of each railway servant would 'mitigate' the 'losses' incurred by any 'sufferers' but the 'railway interest' itself, considering that the law looks to that interest already to mitigate the losses of all other sufferers by railway accident, whether the mitigation come ultimately out of the pockets of the servants or their masters.*—We (the press generally, we mean) are ever adding to the long

* That the mitigation of losses to suffering shareholders is the order of the day as to the railways, there cannot be doubt, and probably there is right good reason for it; but the recent siding-on endeavours on the North-Western ought to illustrate the adoption of stringent measures; and certainly the immense losses incurred by shareholders themselves by accidents, ought to indicate the adoption of mechanical and other preventive measures, quite regardless of a comparatively trifling expense, that, at least, will never amount to anything like the serious cost which the very want of such measures has hitherto occasioned. "The Times," says *Herpathy*, is not altogether irrelevant allusion to other savings of comparatively trifling sums, "are pinching some of the railways sharply, and inducing them to cast about to economize. Will they permit us to recommend to them not the penny-wise but the pound-wise economy. It is no unusual thing for directors, as an intelligent officer lately observed to us, to cast their thousands out of the window, and to cut down a poor policeman a shilling a week out of his hard-earned salary. Nothing tends so much to injure companies as parsimony in small matters: it is a very large sum may be saved that the pruning-knife should be applied. We have seen companies get themselves into a world of debt by their meanness in trifles, and the market value of their property kicked down hundreds upon hundreds of thousands, while the directors were putting the company to enormous serious expenses."

list of suggestions for the prevention of accidents—suggestions which it is much more the business of railway directors themselves at least to listen to, and to try, if not to seek for and originate, than of either the press or its disinterested correspondents, or of even the railway servants (unless it be the engineers), to offer or to thrust upon their hitherto unwilling notice. The *Reporter*, we perceive, has just been lengthening the list a little by a suggestion that a dial-plate without the movement, but with hour and minute hand, to show by night as well as by day, be placed at every station, and altered by hand, so as simply to indicate to the engine-driver and the guards of each passing train the precise minute of time when the train immediately preceding passed the station. Had this simple plan been in use of late, much mischief would have been avoided.

RAILWAY JOTTINGS.

THE great viaduct across the Dee, in the Vale of Llangollen, is nearly complete. It is upwards of 1,530 feet in length, or nearly one-third of a mile, and stands upwards of 150 feet above the level of the river, or 30 feet higher than the great viaduct at Stockport, and 34 feet higher than the bridge at Menai. It is supported by 19 arches of 20 feet span. It has been erected by Messrs. Makin, Mackenzie, and Bransy, contractors, at a cost of more than 100,000*l.*, being upwards of 30,000*l.* more than the Stockport viaduct. The cost of the timber required to form scaffolding, &c., for its erection was 15,000*l.*, and between 300 and 400 men were employed during the whole time of construction. Within a few miles distant there is another viaduct in course of building across the valley of Ceiriog, which will be upwards of 120 feet high, and will have 10 arches of 45 feet span, and one of 120 feet, the entire length being at least 850 feet.

Forty-three houses have been pulled down at Landport, to make room for a spacious terminus for the Portsmouth and Brighton line. Part of the tunnel running under St. Catherine's-hill, near Guildford, connected with the branch of the South-Western Railway from Guildford to Godalming has given way.

A communication was effected a few days since between the north and south ends of the northern High Tor tunnel. The tunnel is on a somewhat difficult curve; but the centre of the two portions, on being proved by the surveyor, Mr. John Wheatcroft, were found, it is said, not to vary half an inch laterally. The goods station at Gainborough, says the *Lincolnshire Times*, is now ready for the roof, and all the bricklayers are employed at the shed, or "stables," for the engines, the walls of which are rising with great rapidity, under the management of Messrs. Kirk and Parry, the contractors. Excursion trains appear to be on the increase. Three of them met the other day near Derby, on their way to Scarborough, with 4,000 passengers. A correspondent of the *Railway Chronicle*, who says he had occasion to travel over 2,000 miles of railway with only that fiftal sort of sleep obtainable in a train in transit, very freely suggests the desirableness of establishing, in prolonged runs, what he calls 'railway hammocks.' This very convenience appears to have been already provided on some of the American lines, for the ladies at least, if an engraving in the *Parisian "L'illustration,"* from a drawing doubtless done by an artist on the spot, be correct. On the same pictorial authority we are pleased to perceive that the idea so often suggested by ourselves, of a line of foot boards or a seat for the watchmen or guards of a train, has been already realized by our go-ahead transatlantic brethren, who have run it right through the middle of each carriage, with gangways from one to another, on the rail of which the passengers appear to lounge in quite a free and easy way, enjoying the fresh air and the varying landscape.

The Edinburgh and Glasgow are said to have purchased the L'union Canal, for the purpose of monopolizing the traffic between the east and west of Scotland. A previous attempt of a like order was some time since frustrated. The author of "A Summer Ramble in the North," tells us that the first and only railroad in Russia is that from St. Petersburg to Par-